

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 12/14/1992

ANC91FA018		12/21/1990		FALSE PASS, AK		Aircraft Reg No. N9444F		Time (Local): 12:20 AST			
File No. 1951											
Make/Model:		CESSNA / 208				Fatal		Serious		Minor/None	
Engine Make/Model:		P&W / PT6A-114				Crew		1		0	
Aircraft Damage:		Destroyed				Pass		0		0	
Number of Engines:		1									
Operating Certificate(s):		Commuter Air Carrier									
Name of Carrier:		MARKAIR EXPRESS									
Type of Flight Operation:		Scheduled; Domestic; Passenger/Cargo									
Reg. Flight Conducted Under:		Part 135: Air Taxi & Commuter									
Last Depart. Point:		COLD BAY , AK				Condition of Light:		Day			
Destination:		Same as Accident/Incident Location				Weather Info Src:		Witness			
Airport Proximity:		Off Airport/Airstrip				Basic Weather:		Visual Conditions			
						Lowest Ceiling:		500 Ft. AGL, Overcast			
						Visibility:		2.00 SM			
						Wind Dir/Speed:		130 / 030 Kts			
						Temperature (°C):		4			
						Obstr to Vision:		Fog			
						Precipitation:		Rain			
Pilot-in-Command		Age: 51				Flight Time (Hours)					
Certificate(s)/Rating(s)						Total All Aircraft:		11000			
Airline Transport; Multi-engine Land; Single-engine Land						Last 90 Days:		186			
Instrument Ratings						Total Make/Model:		323			
Airplane						Total Instrument Time:		920			

THE FLIGHT DEPARTED COLD BAY FOR THE APRX 15 MIN FLT TO FALSE PASS. THERE ARE NO WX REPORTING FACILITIES AT FALSE PASS. COLD BAY WX WAS 4,500 FT OVCST, LIGHT RAIN & FOG; FORECAST CALLED FOR FREQ CEILINGS BELOW 1,000 FT. WRECKAGE LOCATED BETWEEN TWO MOUNTAINS. FALSE PASS WX ESTIMATED 400 FT OVCST, 2-3 MI IN RAIN & FOG, WINDS 25-30 KTS. FISHING BOAT CAPTAIN IN AREA ESTIMATED WINDS DOWN THE MOUNTAIN AT 60 MPH OR GREATER.

Brief of Accident (Continued)

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FALSE PASS, AK

Aircraft Reg No. N9444F

Time (Local): 12:20 AST

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - RAIN
3. (F) WEATHER CONDITION - HIGH WIND
4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

THE PILOT'S IMPROPER DECISION TO CONTINUE FLIGHT INTO AN AREA OF MOUNTAINOUS TERRAIN AND ADVERSE WEATHER CONDITIONS. THE TERRAIN AND WEATHER WERE FACTORS.